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Indispensable during the
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The China Mail

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BLATZ BEER
Brewed at
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號一月六年三零百九千一英

HONGKONG, MONDAY, JUNE 1, 1903.

日六初月五年癸癸

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UPRIOR TO ZINC PLATES OR BALLS; EASILY APPLIED.

EFFECTUALLY STOPS CORROSION IN LAND OR MARINE BOILERS.

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JOINT SERVICE OF THE HONGKONG, CANTON AND
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s.s. HONAM, 2,383 tons, Captain H. D. Jones.
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Departures from Hongkong to Canton daily at about 7 a.m., 10 a.m., and 4 p.m.
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These Steamers, carrying His Majesty's Mails, are the largest and latest on the
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Departures from Hongkong to Macao daily at about 1 p.m. as per
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Do. from Macao to Hongkong daily at about 7.30 a.m. } Sunday excepted.

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s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
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at about 7.30 a.m.

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s.s. NANXING, 569 tons, Captain R. D. Thomas.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about 6 days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
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CANADIAN CHEESE
In Jars (Medium and Small) Wholesale and Retail from
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SANITARIUM OF NORTH CHINA.
SUMMER SEASON OF 1903.
THERE are (60) sixty bedrooms, all with bathrooms attached.
A new Bar and Billiard-room, as well as a Concert Room, are connected with the
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The Hotel is beautifully situated on a high hill and commands a full view over the
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Weihaiwei is noted for its scenery, healthy and cool climate during the Summer.
There are several fine bathing beaches, good walks, and there is also good fishing to be
had in the Bay.
Intending visitors are advised to secure their rooms either by wire, or letter, so
that they can be reserved.
Steam-launch of the Hotel meets all steamers.
ROOMS AND BOARD.
One room for one person, \$8 per day or \$150 per month.
One room for two persons, \$10 per day or \$250 per month.
If one or two persons occupying two rooms:
\$12 per day or \$300 per month.
Children (under 10 years), Half price.
JNO. A. W. LOUREIRO,
Manager.

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78 & 79, LEE YUEN STREET (WEST)
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DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1903. 1227

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HOTEL

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong October 23, 1902. 2172

Business Notices.

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(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for covering Boilers, etc.
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does not injure the plates.
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other engine requisites always in stock. Lists and Prices on application.
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We have just received the LATEST NOVELTIES in

LIGHT SUMMER COSTUMES,

MUSLIN ROBES AND GRASS

LAWN COSTUMES;

also a choice selection of

MILLINERY,

SUNSHADES and UMBRELLAS

AND THE

NEWEST STYLES IN RAINCOATS.

Just arrived, AN ENTIRELY NEW STOCK of Lace and Summer

Curtains, from \$4.50 per pair; 500 pairs to select from.

LANE, CRAWFORD & CO.
Hongkong, May 22, 1903.

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Throwing money away on doubtful remedies, and do not be

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They did their work last year and are ready to do so again.

NEWTON'S RAT CHEESE (No more Rats).

LISTER'S FORMALDEHYDE FUMIGATOR (No

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CARBOLACENE (For the Bath),

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A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply
THE MANAGER.

NOTICE.

THE SWATOW ICE CO. is prepared

to supply ICE at CURRENT

RATES.
BRADLEY & CO.,
Agents.
Swatow, May 2, 1903. 958

LA MINERVA CIGAR FACTORY.

ESTABLISHED 1887.

CUSTOMERS wishing Cigars sent to

their Home addresses can have them

sent by instructing the Manager, Mr A. B.

Tyre, at the Factory. We pay Duty at

Home.

CIGARS FOR SALE AT

CURRENT PRICES.

Hongkong, January 31, 1903. 210

LeMUNYON

will have another

GRAND OPENING

DAY.

and a

SOUVENIR DAY

as well.

WATCH THE DATE.

31, Des Voeux Road,
P. O. Box 368. TELEPHONE 300.
Hongkong, May 23, 1903. 2637

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(LATE KING KEE HOTEL).

THIS FAVORITE and LONG-ESTAB-

LISHED HOTEL, is situated on the

SEA FRONT commanding a magnificent

View of the Harbour and adjacent Islands

and is open to the Cool Southern Breezes

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The BEDROOMS are large, Cool, Airy,

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The Cuisine is excellent and under direct

EUROPEAN Supervision.

PICNIC, Boating or Shooting Parties

entirely catered for. A Commodious and Com-

fortable Steamer House-boat with sleeping

accommodation for six Passengers and every

convenience is provided for the use of

Visitors, at reasonable rates.

A MILITARY BAND plays in the Gar-

dens close to the Hotel three times a Week:

Sea Bathing.

Steamers to and from Macao every

MORNING and AFTERNOON.

E. G. JORDAN, Manager.

Wm. FARMER, Proprietor.
Hongkong, May 28, 1903. 1149

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MADAME FLINT

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and the public that she has just

received by the French mail, a LARGE

ASSORTMENT of PARISIAN MIL-

LINERY, ROBES, SILK, and KID

GLOVES and PARASOLS. All novel-

ties just out for the coming Spring Season.

Prices and styles to suit every taste.

An early inspection invited.

7. ORMSBY TERRACE,
GRANVILLE ROAD,
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Hongkong, January 27, 1903. 2604

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FACTORIES—HONGKONG AND MACAO.

Classed Stoneware, Drain Pipes and Fittings, Glass

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

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Have always Stocks of their well-known Brands with

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AERATED WATERS.

SIMPLE AERATED WATER SODA WATER.

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TONIC WATER LEMON SQUASH.

AND STONE GINGER BEER.

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RIBBONS AND LACES, GRASS LAWN ROBES, SILKS, VOILES,

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CHILDREN'S SUN AND STRAW HATS.

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ex M. M. S.S. 'CALEDONIAN.'

SELAM, TASHMAK, KAROHI,

IN FIRST-CLASS CONDITION.

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Wanted.

WANTED.

By a GERMAN YOUNG GENTLE-
MAN. Board and Lodging in an
English Family.

'H. L. B.,'

Care of 'CHINA MAIL' Office.

Hongkong, May 30, 1903. 1157

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EUROPEAN NURSE for a Child of
Six.

Apply by letter to

T. E. C., 2, Des Voeux Villas,
The Peak.

Hongkong, May 26, 1903. 1129

Intimations.

NOTICE.

NOTICE IS HEREBY GIVEN that
the partnership hitherto existing
between JOHN WARREN KINGHORN
and DONALD MACDONALD was DIS-
SOLVED by mutual consent on the Thirtieth
day of December, 1902, and that since
that date the business of the former firm of
KINGHORN & MACDONALD has been carried
on by Donald Macdonald in the firm name of
Kinghorn & Macdonald.
Notice is further given that as from this
date the Business will be carried on by
DONALD MACDONALD under the style of
MACDONALD & CO.
All debts due to, or by the late firm of
Kinghorn & Macdonald will be received
and paid by Donald Macdonald.
Dated Hongkong, this 20th May, 1903. 1135



HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that
Sealed Tenders will be received at the
COLONIAL SECRETARY'S OFFICE,
Hongkong, till Noon, on FRIDAY, the
31st day of JULY, 1903, for the Purchase
of the privilege known as the OPIUM
FARM established under The Prepared
Opium Ordinances 1891 to 1897 and Ordina-
ance No. 1 of 1898, that is to say, the sole
privilege of Preparing Opium and of Sell-
ing the same (including the New
Territories), Opium so prepared, inclusive
of the privilege of collecting gross and of
preparing and dealing in gross Opium, for
Three Years from the 1st of March, 1904.
Full information as to conditions of ten-
dering, etc., can be obtained from the
Colonial Treasurer.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, May 29, 1903. 1154

THE POPULAR SCOTCH IS 'BLACK & WHITE'



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

Intimations.

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HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur
Enlargement & Special Features.
BRANCH HONGKONG HOTEL CORRIDOR.
1587

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Manufacturer of best quality of Pro-
cessed Ginger and Sweetmeats of all kinds
at Moderate Prices. It has been discovered
that some people have imitated the trade-
mark and name of our firm, so that our
customers should be very careful against
buying inferior goods bearing the imitations
mentioned. 8, Sai On Lane, Shek-Tong-
Tai, or enquire Joo Tak Seng Hong, 18,
Bonham Strand West.
Hongkong, April 17, 1903. 855

MR. CHADWICK KEW,
DENTAL SURGEON.
33 QUEEN'S ROAD CENTRAL.
Office Hours: 9 A.M. to 5 P.M.
Hongkong, March 18, 1902. 555

A. G. GORDON,
M.I.N.A., M.I. MECH. E.,
MEMBER INSTITUTION OF ENGINEERS AND
SHIPBUILDERS IN SCOTLAND,
CONSULTING MARINE ENGINEER,
AND
NAVAL ARCHITECT,
Damage, Collision and Wreck
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CLARKE,**
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "GARMICHAEL," HONGKONG.
A. I. C. Code, 4th Edition.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 583

MR. W. C. JACK,
Member of the Institute of Naval Archi-
tects,
Late Assistant Manager at Kowloon
Dock,
HAS the Honour to inform the public
that he has this day commenced
business as CONSULTING ENGINEER
AND SURVEYOR in Hongkong.
Hongkong, 1st March, 1903.

E. C. WILKS & CO.,
AGENTS for the Construction and Sale
of Ships, Marine Engineers, Naval
Architects and Surveyors.
Collisions and Damages Surveyed for
Insurance Companies.
SHIP'S BUSINESS AND SPECIFICATIONS
PREPARED.
Telegraphic Address:--
MARINEWORK, HONGKONG.
Cables used A. 1. and A.B.C. 4th and 5th
Editions.
Hongkong, March 24, 1903. 648

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(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office. Price \$1 each.
Saves Many Offices.

OCCIDENTAL HOTEL,
Elgin Road, KOWLOON.
35 BEDROOMS, Excellently Furnished.
Bath to each Room.
DINING ROOM and CUISINE under
Strict Supervision.
European and American Wines, Spirits
and Beers.
English, American, and Manila News-
papers on file.

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JAS. D. M. CAMERON,
Manager.
Hongkong, May 5, 1903. 573

'THE BACK DOOR.'
THE Series of Articles entitled 'THE
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and may be obtained in Pamphlet Form.
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POHOMULL BROTHERS.
No. 57 and 59, QUEEN'S ROAD CENTRAL,
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HAVE always on hand an enormous
Stock of Indian, Chinese and
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suitable for Ladies and Gentlemen; Cash-
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Genuine Cambray boxes; Fans and
silk; Hair articles made up of Ivory,
Mother-of-pearl, Sandalwood and Tortoise-
shell, &c., &c., &c.

Quality will speak for itself.
Very moderate Prices.
Hongkong, April 1, 1903. 721

CHINESE SCHOOL BOOKS
I. Sam Ter King.
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Old Cushions Re-Rubbered on the New Low Set principle and made
equal to new.CATALOGUES can be had from the Office of this Paper. Estimates on Application.
Hongkong, May 19, 1903. 1078THE CHINA LIGHT & POWER
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KOWLOON.INCANDESCENT LAMP, ARC LAMPS and
NEON LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to— THE MANAGER OF WORKS AT HUNGHOM;
SHEWAN, TOMES & CO., General Managers. 245RICHMOND GEM
CIGARETTES.Richmond Gem Cigarettes are made from Pure
Sun Cured Virginia Natural Leaf Tobacco.

ABSOLUTELY PURE.

'THE NEATEST THING OF THE DAY.'

PACKED BY A SPECIAL VACUUM PROCESS IN AIR-TIGHT TINS OF 50s,
WITH BAMBOO MOUTHPIECE AND A HANDSOME CURVED
CIGARETTE CASE WHICH FITS THE POCKET.

To be obtained of Messrs Kruse & Co.,

MANUFACTURED BY
American Tobacco Co. Branch,
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MELLIN'S
FOOD
For INFANTS and INVALIDS.MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**HOLLOWAY'S
OINTMENT**
Is an unfailing Cure
For Old Wounds,
Sores, Piles,
Fistulas, Bad Legs,
Bad Breasts.
AND
EVERY FORM OF SKIN DISEASE.

Manufactured only at
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LANOLINE**
Natural Toilet Preparations.
'DARTING' TOILET 'LANOLINE' in small
and large collapsible tubes. Makes rough skins
smooth and protects delicate complexions from
the effects of wind and sun.
'DARTING' 'LANOLINE' TOILET SOAP is
unequalled for cleansing and keeping the skin
supple. It never irritates.
Wholesale: 67, Bonhom Viaduct, E.C.

**Milkmaid
BRAND
Milk**
Guaranteed
Full Cream.
Largest Sale in the World.

Under European Supervision.

China Mail Office
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HONGKONG.

ADVERTISE

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'The Life of Trade.'

A ONE-TIME order, like one blow of the
hammer on the head of the nail, makes
an impression, but it is only the con-
tinuous insertion of the advertisement.
like the continuous pounding on the
head of the nail, that drives the argu-
ment home and clinches it

The BEST Medium for
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Read by all Classes in the Colony
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Done with Neatness and
Despatch
At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last visit to
Alacrity	despatch-vessel	4700	—	3000	Capt. Seymour E. Erskine	Yokohama
Albatross	despatch, 1st class	12,500	16	13,500	Capt. T. H. M. Jerram	Yokohama
Algerine	despatch, 1st class	1050	6	1400	Commander R. Nugent	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham C.V.O.	Japan
Argonaut	cruiser, 1st class	11,000	16	18,000	Capt. George H. Cherry	Japan
Blenheim	cruiser, 1st class	9000	12	13,000	Capt. F. G. Stopford	Kobe
Boadicea	gun, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hankow
Britannia	gun, 1st class	710	6	1300	Lieut.-Com. T. D. Pratt	Hongkong
Cressy	cruiser, 1st class	12,000	14	21,000	Capt. Henry M. Tudor	Weihaiwei
Cherub	water tank and tug	390	—	300		Hongkong
Colossus	cruiser, 2nd class	5800	11	9600	Capt. Robert H. S. Stokes	Taku
Edgar	g.-bt. 3rd class coast defence	363	3	200		Hongkong
Edinburgh	despatch, 1st class	1070	10	1400	Comdr. Ernest Barton	Shanghai
Fame	torpedo boat destroyer	380	4	3700		Shanghai
Fearless	cruiser, 3rd class	1580	12	3200	Comdr. John J. Graham	Hongkong
Firebrand	gunboat, 2nd class	455	4	360	In Reserve	Hongkong
Glorious	battleship, 1st class	12,850	16	13,500	Capt. W. A. Carter	Kobe
Goliath	battleship, 1st class	12,850	16	13,500	Capt. E. H. Anderson, C.M.G.	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Com. G. O. Hardy	Weihaiwei
Hart	torpedo boat destroyer	275	6	4000		Shanghai
Humor	storeship	1640	—	800	Comdr. J. D. Daintree	Weihaiwei
Janus	torpedo boat destroyer	280	4	3800	Fleet Reserve	Hongkong
Kinshasa	river gunboat	180	2	800	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Morchen	river gunboat	180	2	800	Lt.-Comdr. G. G. Webster	Canton
Mutine	river gunboat	180	2	800	Comdr. C. W. M. Plenderleath	Hongkong
Ocean	battleship, 1st class	12,850	16	13,500	Capt. R. W. White	Hongkong
Otter	torpedo boat destroyer	350	6	6300	Lt.-Com. C. P. Mansel	Shanghai
Phenix	surveying-vessel	1015	6	1800	Commander W. H. Nicholson	Singapore
Rambler	surveying-vessel	135	6	650	Capt. Morris H. Smyth	Hongkong
Rinaldo	river gunboat	85	2	240	Com. D. St. A. Wake	Weihaiwei
Robin	river gunboat	85	2	240	Lt.-Com. John P. Irven	Canton
Rosario	river gunboat	85	2	240	Comdr. T. Jackson	Amoy
Sandpiper	river gunboat	85	2	240	Lieut.-Com. Murray Lockhart	Hongkong
Skipper	river gunboat	85	2	240	Lt.-Comdr. Worsley	Shanghai
Taka	torpedo boat destroyer	290	6	6500	Fleet Reserve	Hongkong
Talbot	cruiser, 2nd class	5600	11	9600	Capt. Lewis Bayly	Shanghai
Tamar	cruiser, 2nd class	4550	6	—	Commodore Robinson	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. R. W. Dalgety	Shanghai
Thetis	cruiser, 2nd class	3400	3	—	Capt. J. A. C. Wilkinson	Hongkong
Twined	coast defence gunboat	363	3	200	Lieut. Com. G. Mackenzie, D.S.O.	Shanghai
Vestal	surveying ship	820	—	1400	Comdr. S. St. John Farquhar	Weihaiwei
Waterwitch	torpedo boat destroyer	360	6	5800	Lt.-Com. C. Mackenzie, D.S.O.	Shanghai
Whitby	river gunboat	150	2	650	Lieut.-Com. Hugh Somerville	Hankow
Woodcock	river gunboat	150	2	650	Lieut.-Com. Chibbott	Shanghai
Woodlark	river gunboat	150	2	650		

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Henry T. Grenfell, C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Class and Description.	Tons.	Guns.	H.P.	Captain.	Last returned.
Kaiser Karl VI	Austrian cruiser	6250	20	12,500	Captain Drogger	Foochow
Alouette	French gunboat	800	—	—	Lieut. A. Bailly	Shanghai
Argus	French gunboat	—	—	—	Capt. Crespin	Canton
Aspie	French gunboat	475	3	450	Commander Jourmet	Saigon
Avalanche	French gunboat	—	—	—	—	Canton River
Bengali	French gunboat	580	—	—	Lieut. Fille	Hainan
Bugeat	French cruiser	3740	29	8000	Capt. Lefebvre	Nanking
Chateaufort	French cruiser	6018	18	—	Captain de Pampelonne	Saigon
Comete	French gunboat	525	—	—	Commander Loeul	Hainan
Decidie	French gunboat	690	—	—	Commander Gukysell	Amoy
d'Entrecasteaux	French flag ship	8114	14	13,500	Captain Fourmet	Tonkin
Friant	French cruiser	3738	24	8000	Captain Sarris	Wosung
Kersaint	French gunboat	1250	6	—	Capt. Le Gollieur	Hainan
Lion	French gunboat	470	—	—	Capt. Béne	Saigon
Montcalm	French cruiser	9700	—	—	Captain Bonifoy	Amoy
Olry	French gunboat	4015	27	8500	Capt. Hurst	Yangtze
Pascal	French cruiser	6437	6	6371	Captain Seale	Kobe
Redoubtable	French cruiser	1796	10	—	Capt. Vincent	Shanghai
Sigsbee	French gunboat	629	2	600	Captain Marnet	Yangtze
Taklung	French gunboat	—	—	—	—	Along Bay
Vauban	French gunboat	—	—	—	Captain Blondel	Canton
Vigilant	French gunboat	400	4	241	Comdr. Villeneuve	Saigon
Vipere	French gunboat	—	—	—	—	—
Bussard	German cruiser	1857	16	2300	Comdr. Huss	Kiautschow
Fürst Bismarck	German flag ship	11,000	36	14,000	Capt. Friedrich	Amoy
Color	German cruiser	1774	15	—	Comdr. Wuthmann	Shanghai
Hansa	German cruiser	6090	34	10,000	Capt. van Semmern	Kobe
Hertha	German cruiser	6000	37	10,000	Capt. Ingenohl	Amoy
Itia	German gunboat	1000	10	1300	Comdr. Commander Platen	Swatow
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Luchs	German gunboat	850	10	—	Comdr. Krencke	Macao
Scout	German cruiser	1640	15	2800	Comdr. Hoffmann	Nanking
Tiger	German gunboat	900	10	1500	Comdr. Schrader	Kiautschow
Venezia	German gunboat	—	—	—	Lieut. Comdr. von Weiss	Shanghai
Thetis	German gunboat	—	—	—	Captain Dick	Shanghai
Lombardia	Italian cruiser	2350	24	6848	Captain John Boet	Shanghai
Piemonte	Italian cruiser	2427	24	12,000	Captain Armona	Shanghai
Vesuvio	Italian cruiser	4000	24	6850	Captain Zeli	Shanghai
Diu	Portuguese gunboat	720	—	—	Captain Diogo do Sa	Hongkong
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barbosa Leal	Macao
Alouet	Russian gunboat	510	4	750	Comdr. Ginter	Vladivostok
Ananur	Russian cruiser	2800	4	4700	Comdr. Gramatichik	Port Arthur
Askold	Russian cruiser	4000	27	—	Capt. Rozitschstein	Kobe
Zolov	Russian gunboat	1050	2	1150	Comdr. Zolovskiy	Newchwang
Gaidamak	Russian gunboat	500	—	—	Comdr. Youtief	Port Arthur
Gromatichik	Russian gunboat	1490	6	2000	Comdr. Zagarskiy	Shanghai
Gromobol	Russian battleship	12,364	44	14,800	Captain Essen	Nagasaki
Gulnik	Russian gunboat	1000	6	1400	Capt. Shumoff	Shanghai
Korvet	Russian gunboat	1213	7	1600	Comdr. Novakovsky	Nanking
Mandjour	Russian gunboat	1224	7	1600	Commander Muraviev	Shanghai
Otjany	Russian gunboat	1490	6	2000	Comdr. Vasiliev	Port Arthur
Pereviet	Russian battleship	12,674	16	14,800	Captain Kirov	Nagasaki
Russkoyevok	Russian battleship	10,960	16	10,000	Captain Jakovlev	Port Arthur
Polzva	Russian battleship	10,960	16	10,000	Captain Dzeroff	Port Arthur
Rasboynica	Russian cruiser	1234	10	1728	Comdr. Liven	Kwangchow
Rosia	Russian protected cruiser	12,200	16	17,000	Captain Sevelenpoff	Vladivostok
Rurik	Russian protected cruiser	10,925	16	12,500	Capt. Matsevich	Nagasaki
Saratopol	Russian battleship	10,960	16	10,000	Captain Kiselevich	Nagasaki
Silchik	Russian gunboat	950	6	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Sivovitch	Russian gunboat	1050	6	1120	Comdr. Ginter	Port Arthur
Varyag	Russian cruiser	6500	27	20,000	Capt. Bahr	Port Arthur
Vasnik	Russian gunboat	500	9	3300	Comdr. Zigoriansky-Kissel	Port Arthur
Zabiyaka	Russian cruiser	1250	15	1194	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	Hongkong
Callao	U. S. gunboat	—	—	—	Lieut. E. A. Anderson	Manila
Don Juan de Austria	U. S. gunboat	1124	4	1600	Commander C. G. Bowman	Amoy
Elcano	U. S. gunboat	510	—	—	Lt.-Comdr. A. G. Winterhalter	Amoy
Frolic	U. S. gunboat	1840	—	—	Lieut.-Comdr. J. M. Helm	Manila
General Alava	U. S. gunboat	1840	—	—	Lieut.-Comdr. W. F. Hale	Amoy
Helena	U. S. gunboat	1840	8	1968	Comdr. Stanton	Manila
Isle de Cebu	U. S. gunboat	400	—	—	Comdr. Parker	Amoy
Kentucky	U. S. flag ship	11,200	41	10,000	Captain C. H. Stockton	Manila
Manila	U. S. gunboat	350	6	700	Capt. T. H. Stevens	Shanghai
Monadnock	U. S. gunboat	350	6	3000	Capt. Maban	Taipei
Monterey	U. S. gunboat	1840	4	6844	Comdr. Drake	Shanghai
New Orleans	U. S. cruiser	3137	20	—	Captain Ingersoll	Amoy
New York	U. S. flag ship	3200	24	17,401	Captain M. R. S. Mackenzie	Amoy
Oregon	U. S. cruiser	10,965	16	10,000	Captain Barwell	Amoy
Regen	U. S. gunboat	1000	4	800	Commander J. R. Selfridge	Nagasaki
Rainbow	U. S. cruiser	3137	20	—	—	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Brooking	Amoy
Villalobos	U. S. gunboat	400	—	—	Lieut. L. C. Bertolette	Amoy
Wilmington	U. S. gunboat	1397	9	1844	Commander E. S. Price	Amoy
Yorktown	U. S. gunboat	1710	6	1503	Commander Ward	Manila

CABLE ADDRESS: "ACHEE," HONGKONG.
L. S. G. 0002, 4TH EDITION.

ESTABLISHED 1859.

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Furniture
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and BEDROOM
FURNITURE.ELECTRO-PLATED,
GLASS and
CHINA WARES.PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

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LIMITED.

GENERAL
DRAPERS.Ladies' . . .
Complete . . .
Outfitters . . .GENTLEMEN'S
DEPARTMENT,
28 Queen's Road.FURNISHING . . .
DEPARTMENT.

BEDS, BEDDING, COTS.

Tapestry Table
Covers, Curtains,
etc. Cretonnes in
large Variety.

Upholstery to Order.

CHINA AND GLASS
WARE.

34, QUEEN'S ROAD.



'D. C. L.'

OLD TOM
and
DRY GINS

\$9.00 per dozen

The best Gin on
the Market, its
purity defies
Competition.

SOLE AGENTS,

H. PRICE & CO.,

12, Queen's Road.

MEMOS. FOR TO-MORROW.

Auction.

3 p.m.—Auction of Crown Lands at the

Public Works Department's Office.

Meetings.

5.15 p.m.—Meeting of Navy League at

City Hall.

9 p.m.—Meeting of Zetland Lodge.

General Memoranda.

WEDNESDAY, June 3:—

10 a.m.—Auction of Sundry Stores at

H. M. N. A. Yard.

11 a.m.—Auction of Engines, Gear and

Hose &c., at Fire Brigade Station, and

at Noon also a quantity of Jewellery at

Central Police Station.

Goods per Manila not cleared at 4 p.m.

Goods per Zoon undelivered after this

date subject to rent.

THURSDAY, June 4:—

2.30 p.m.—Auction of Household Furni-

ture, at No. 21, Seymour Road.

FRIDAY, June 5:—

Goods per Midpome undelivered after

this date subject to rent.

Goods per Namsang undelivered after 4

p.m. on this date landed.

SATURDAY, June 6:—

11 a.m.—Auction of Small Chinese Boats,

&c., at Water Police Station, Tsim-

Sha-Tsui.

Noon.—Meeting of Statutory of The

China Borneo Co., Ltd., at the Com-

pany's Office.

The following is the programme of

music to be played by the Band of the

10th Bombay Light Infantry on the New

Parade Ground, to-day, the 1st June, from

5 p.m. to 6.30 p.m.:—

March.....Heroique.....Schubert

Overture.....Pique Dame.....Suppe

Selection.....Le Forgeron.....Audran

Valse.....The Officer's.....C. Coote

Selection.....The French Maid.....Stauffer

Galop.....Violet.....Lamont

GOD SAVE THE KING.

Decorations for Hongkong.

Empire Day is, we fancy, the occasion

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having been given to officials of this

Colony. The Hon. R. Murray Ramsey,

our worthy Harbour Master, has re-

ceived the Imperial Service Order; and

his many friends and the community

generally will warmly congratulate that

officer upon the honour. A similar

decoration (the new Imperial Service

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Bruce Shepherd, our industrious and

painsstaking Land Officer. If long, patient

and exceedingly valuable service in his

particular Department in setting right the

hopeless chaos of land titles, are deserving

of recognition, then Mr. Bruce Shepherd

fully deserves his decoration. The

Land Office has been transformed

during Mr. Shepherd's long service

in it, and we congratulate our able

Land Officer most heartily upon his I.S.O.

Everyone in Hongkong will also be

pleased to see that the steady and long

BIRTHS.

On the 17th May, at Taiping, Perak, the

wife of Major A. S. VAN KEMEN, Malay

States Guides, of a Daughter.

On the 21st May, at No. 4 Campong

Java Road, Singapore, the wife of THEO-

D'CAUW, of a Son.

On the 28th of May, 1903, at the London

Mission, 4, Shaftung Road, Shanghai, the

wife of the Rev. BENNETT, of a Son.

DEATHS.

Suddenly, at Yokohama, at 1.30 p.m. on

the 24th ult., SIMON STRAUSS.

On the 20th of May, at No. 56, Szechuen

Road, Shanghai, ANTONIUS WITTE, aged 65

years.

The publication of this issue commenced

at 1.00 p.m.

The China Mail.

HONGKONG, MONDAY, JUNE 1, 1903.

LOCAL AND GENERAL.

Rainfall for 1902.

During 1902 the rain gauge in the

Public Gardens registered 110.03 inches.

Navy League.

Under the auspices of the Hongkong

branch of the Navy League, Mr. H. W. Fyfe

will give an address to-morrow, Tuesday,

2nd June, at 3.15 p.m. Members are earnestly

requested to attend. Ladies are invited.

Notable Wedding.

Invitations have been issued for the

wedding of Miss Blake (daughter of H.E.

the Governor) with Capt. Arbuthnot,

A.D.C. The marriage takes place in St.

John's Cathedral at 5 p.m. on the 8th inst.,

and the reception will be held afterwards

at Government House.

The Pembrokeshire Floated.

The steamer Pembrokeshire got off

the rocks last night at seven o'clock and

came up to the Cosmopolitan Dock at

twelve o'clock to-day, says the Shanghai

Mercury of May 26. She will need a good

overhauling, and it is considered that it

will be some time before she is ready for

service again.

A Crow and a Golf Ball.

A curious incident is reported to have

happened on the Kobe golf links recently.

A correspondent writes to the Kobe

Chronicle:—"I had just driven from the

second tee, my ball going about eighty yards.

It was rolling down the hill when a caddy

crow swooped down, and as soon as it had

stopped rolling, after pecking at the ball

once, took it in its beak and flew away with

it. The bird flying rather towards us at

first, the ball, which was a new one, was

quite discernible to us all in its beak."

King's Park, Kowloon.

In his report for 1902, Mr. W. J.

Tutcher, Acting Superintendent, Botanical

and Afforestation Department, states that

since Major General Sir William J.

Gascoigne, K.C.M.G., cut the first sod of

the King's Park, at Kowloon, when Lady

Gascoigne planted a cypress tree there,

nothing further has been done in laying

out the ground. Previous to the departure

of the Superintendent to England, how-

ever, a sum of \$6000 was placed on the

estimates of the Public Works Department

for 1903 for carrying on the work.

Another Atlantic Record.

The new North German liner, Kaiser

Wilhelm II., reached Sandy Hook at 7.47

a.m. on the evening of April 22. The

Kaiser Wilhelm II. left Cherbourg at 1.30

a.m. on Thursday, April 16, and has thus

made the trip from that port in just under

five days 18 hours. On Sept. 10 last the

Kronprinz Wilhelm did the passage from

Cherbourg to Sandy Hook in five days 11

hours seven minutes. The Lancia has

done the voyage from Liverpool in five

days seven hours 23 minutes. The new

boat was somewhat delayed by fog, and

rough seas were encountered for two days.

It is certain, however, that no Atlantic

liner has ever done a maiden voyage in

such time, and a new record has been

LOCAL AND GENERAL.

Notes by the Way.

Prince Tai Chen and suite left Tokio

for China on the 23rd ult.

H.M.S. Sparth made a fast passage

to Singapore. She left Hongkong on the

20th ult. and reached Singapore four days

later.

Three hundred and twenty-nine deaths

were registered at Singapore during the

week ended on the 14th prox. The

ratio per thousand was 79.69.

Dr. Eiswaldt, for many years German

Consul at Tientsin, and who went home

some three years ago, has been appointed

to the German Consulate at Canton.

Of the three Japanese convicted of

salting a gold mine which they sold to an

Englishman, two have been sentenced to one

year's rigorous imprisonment, and the third

to ten months' imprisonment.

Movements of Warships.

The U.S. monitor Monterey left for

Shanghai on Saturday, while the British

sloop Albatross, which has come in from

Mrs. Bay leaves for the North very soon.

The French gunboat Surprise arrived from

Kwangchowwan yesterday morning.

A Gunboat Strikes a Rock.

The gunboat Soko, formerly the Chi-

nese gunboat Teuchin, struck on a rock

near Nemuro, Hokkaido, in a snowstorm

at 11 a.m. on the 23rd ult. Six dead bodies

of her sailors were recovered and nine were

missing. The rest of the crew were safe.

It is hoped that the vessel will be floated.

Postal Revenue and Expenditure.

The revenue and expenditure of the

local Post Office for the year 1902, was as

follows:—Revenues received from all

sources, \$387,036.10, exceeding that of

1901 by \$31,163.45. The expenditure was

\$316,240.12, an increase of \$42,554.61 on

that of the previous year. The net balance

to the credit of the Post Office on the year's

transactions amounted to \$70,795.98.

Another Case of Plague in Gaoi.

A native who was charged for assault-

ing another native, on the 28th inst., was

detained at the Victoria Gaol till

this morning, but on the case being

called, it was discovered that the

prisoner was suffering from plague. The

unfortunate was removed to the Kennedy

Tavern Hospital, and the charge against him

was withdrawn.

Band Performance.

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music to be played by the Band of the

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in it, and we congratulate our able

Land Officer most heartily upon his I.S.O.

TELEGRAMS.

[REUTER'S SERVICE.]

MR. CHAMBERLAIN'S FISCAL

POLICY.

London, May 29, 1903.

Mr. Chamberlain says that although an

entire reversal of the Fiscal Policy is not

suggested, the application of his ideas

would require a new mandate involving the

consideration of the general condition of the

country and the position of the working

classes. Without closer fiscal relationship

and closer political union, the Empire was

impossible. When a new mandate had

been obtained, another Colonial conference

would be called, and in the meanwhile the

fullest information would be collected as

to the likely effect of preferential tariffs on

the manufactures of the country. The

Opposition leaders did not participate in

the debate, awaiting Sir Henry Bannerman's

motion on fiscal policy.

THE PRINCE OF WALES' VISIT

TO INDIA.

London, May 29, 1903.

The proposed visit of the Prince of Wales

to India lacks foundation.

'TIMES' CORRESPONDENT

EXPULSED FROM RUSSIA.

The Times correspondent at St. Peters-

burg has been expelled from Russia; it is

supposed, for criticising internal affairs.</

THE SECRETS OF THE STARS.

In 'Problems in Astrophysics' (just published by Messrs. A. and C. Black) Miss A. Clarke has given us a very valuable account of a branch of Science which is hardly more than half a century old. The book is not precisely one for babes, for it deals with a number of difficult questions, involving the employment of very delicate methods of research, but the author handles them so lucidly as to make them intelligible to people of ordinary education. Astrophysics is a development of astronomy which has incorporated and subordinated a large part of the older science. It was impossible before Kirchhoff's discovery of spectroscopic analysis had 'placed' now and undramatic powers in the hands of man. It then appeared that the light which reveals the existence of the heavenly bodies can also disclose the secret of their constitution and physical condition. But even then progress would have been slow and intermittent had not photography been pressed into the service. Astrophysics began to make its greatest advances when Sir William Huggins adopted the dry gelatine process in 1876, and gave the new method a triumphant start three years afterwards in his discovery of the ultra-violet series of hydrogen lines in stellar spectra. Miss Clarke entitles her book 'Problems' because, though in about a quarter of a century vast additions have been made to our knowledge of the heavenly bodies, these in turn have opened up still wider fields of research, where the data are not always certainties, and hypotheses cannot yet be converted into theory.

Our sun is but a single star, probably by no means one of the largest, in the vast array that studs the almost infinite depths of the sky. But as it is the centre of our system it justly occupies a very prominent place in this volume, nearly one-third of which is devoted to solar and the rest to sidereal physics. The birth of a true knowledge of the constitution of the sun was not till 1859, when Kirchhoff discovered a chemical interpretation for the Fraunhofer lines in the solar spectrum. Many things still remain to be explained, but, as Miss Clarke remarks, we can now represent to ourselves a sun which is a reality, and not a figment of the imagination. 'Our luminary is neither solid nor liquid,' it is mainly, perhaps entirely, gaseous, intense heat being combined with immense pressure. To maintain the enormous expenditure of heat from its surface, the materials themselves must be actually transported from the central parts, for no conductive process would be sufficiently rapid. 'Thus, the sun is a globe riddled with convection currents, of which the shining cloud shell of the photosphere constitutes the limits.' At its surface the upsurging currents deliver their cargo of radiative energy, and then, becoming heavier, not lighter, in consequence, again start on their journey for the sun's glowing furnace below. But, as this great globe rotates about an axis, these currents, like the trade winds on the earth's surface, do not follow a rectilinear course. The sun has several distinct envelopes, no one of which, however, appears to be in the condition of atmospheric equilibrium, though the photosphere indicates a separation of them into two very distinct regions. Over it comes a shallow veil-like covering, reddening and darkening of lines, and the corresponding 'granulation' of the surface. Beyond this, and apparently not continuous with it, we find the far-reaching corona, visible only during a total eclipse, a 'lustrous phantom' of the most extreme tenuity, which, however, is affected in sympathy with sun-spots and magnetic storms. The former of these, whatever may be their precise nature, are indicative of exceptional solar disturbance and of greater radiative energy, and, besides this, investigations initiated about 1850 by Sir Norman Lockyer, have proved the not infrequent occurrence in the sun of portentous cyclonic agitations—whirlwinds of incandescent hydrogen, rushing along at speeds up to two hundred and fifty miles an hour. Their existence is inferred from certain displacements in the lines of the spectrum which are known to occur when the material producing them is in rapid motion.

The composition of the sun is already proved to be closely related to that of the earth. Of the chemical elements known from the latter, thirty-nine have been recognised in the sun, and the remaining forty may very well be so likewise. For the Fraunhofer spectrum is not a mere aggregate of the separate effects of the constituents; it is—the outcome, so to speak, of struggle and survival. For instance, hydrogen is very conspicuous, yet only three other elements—oxygen, carbon, and silicon—have been detected among the Fraunhofer lines, and their contributions are feeble and ineffective. Thus the others, such as sulphur, nitrogen, and the like, may be there, yet not perceptible. Much, in fact, still remains to be discovered, great as the advances have been; for each of the successive strata of the luminary which we find described one after the other in this book offers its own problems, even the nature of sun-spots can hardly be regarded as determined, and some adventurous speculators have declared the photosphere to be an optical illusion.

By aid of the spectroscopic and the camera the stars have been classified in eight groups, one-half of them showing absorption spectra only, the other indicating both absorption and emission. In the former are the brilliantly white helium stars, in the spectrum of which that element and hydrogen predominate. Next are the numerous bluish white hydrogen or Sirius stars, which are named from the abundance of that metalloid. Solar stars show a spectrum generally similar to that of the sun; and the fourth class—stars with faint spectra—is rather variable, within that limit, and suggestive of a lower temperature. Of the other group, one division contains the carbon stars, which 'glow' like rubies in the sky; another, stars exhibiting bright hydrogen lines,

but fluctuating in intensity and colour, though generally orange or ruddy. A third contains stars showing the bright lines of helium; and, lastly, the Wolf-Rayet stars, which are yellowish, bluish, or greenish, associated with the Milky Way, and the Magellanic clouds, the spectra of which cannot be briefly described. But, besides these comparatively normal stars, there are many others, some of which may be like our own, centres of planetary systems, there appear double, temporary, variable, and dark stars. Of the third a notable example has kept many observers at work during the last year. That such have blazed up into sudden and intense light is certain, but the cause of this is less so.

Perhaps even more mysterious are the nebulae, those faintly luminous cloud wisps gleaming in the darkness. What are they? The astronomer, after describing several different varieties, tells us that, in regard to their nature, two fundamental problems still press for solution; the one connected with their structural form, the other with the nature of their light. The so-called planetary nebulae, he believes, are very remote, have a definite boundary, and have furnished about forty bright lines, most of them not yet identifiable; the other group fades off into space, sometimes like 'stars surrounded with a cosmic fog.' Their stellar light, when investigated by the spectroscopic, shows the characteristics assigned to stars in a primitive stage, but their nebulae shine like gaseous nebulae. Some nebulae are annular in form; many irregular, like thick luminous clouds; others are even variable; some are white, some green in colour. The former suggest a fine-grained structure; but the gaseous are almost perfectly transparent, give a very faint light, and have a very small mass in proportion to their bulk. But whether nebulae continuously fill the spaces which they appear to occupy, or are collections of separate bodies composed of widely apart, is still unknown. Should the former be true, the dark gaps and chains apparent in their structure must be ascribed, not to the absence of matter, but to a defect in shining power at these parts. The second problem, why and how the stars shine, is a closely related one. There are some peculiarities in their light, and it is not yet certain whether those signify thermal or electrical stimulation, or some undefined quality like phosphorescence. Equally perplexing at present, are the physics of the Milky Way; in fact, discovery, as the author points out, has only opened the way to deeper mysteries, but the science of stellar nebulae has led her to say that it constitutes everywhere law and order. There is no such thing as chaos; it tacitly asserts, in the sidereal world or outside it. For chaos is the negation of law, and law is the expression of the will of God.—The Standard.

A TERRIBLE VOYAGE.

On a Pitch-Laden Barquentine.

Full details of the abandonment of the Norwegian barquentine *Prince George*, of Christiania, recently reported to Collector of Customs Shuster from Zamboanga, Mindanao, have at last reached Manila, says the *Monitor* of June 21. It appears from the latest developments that the party told by the crew of the Coastguard cutter *Tablas*, which recovered the drifting vessel, that the Captain and men of the *Prince George* attempted to send the barkentine before leaving her, is not borne out by the facts brought out in the official inquiry into the affair. This inquiry has brought out a thrilling tale of the late trip of the *Prince George*, bound from London to the Gulf of Tonkin with a cargo of pitch. Eleven months with an unmanageable cargo and the latter part of the time with a foul bottom, contrary winds, scant and poor food supply, and a sick crew, are some of the reasons why the captain deserted the ship with his men. His testimony at the inquiry is in substance as follows:

PITCH FLOWED LIKE MOLASSES.

After being out nearly three months and getting well into the Torrid Zone, the cargo of pitch, which was in bulk, melted and flowed about the vessel like molasses, covering the deck and the sides of the hold. Over this layer, which is four or five hundred miles deep, comes the chromosphere, a gaseous ocean incriminated by the crimson lines of hydrogen, of which the noted prominences are the most conspicuous features. Beyond this, and apparently not continuous with it, we find the far-reaching corona, visible only during a total eclipse, a 'lustrous phantom' of the most extreme tenuity, which, however, is affected in sympathy with sun-spots and magnetic storms. The former of these, whatever may be their precise nature, are indicative of exceptional solar disturbance and of greater radiative energy, and, besides this, investigations initiated about 1850 by Sir Norman Lockyer, have proved the not infrequent occurrence in the sun of portentous cyclonic agitations—whirlwinds of incandescent hydrogen, rushing along at speeds up to two hundred and fifty miles an hour. Their existence is inferred from certain displacements in the lines of the spectrum which are known to occur when the material producing them is in rapid motion.

The composition of the sun is already proved to be closely related to that of the earth. Of the chemical elements known from the latter, thirty-nine have been recognised in the sun, and the remaining forty may very well be so likewise. For the Fraunhofer spectrum is not a mere aggregate of the separate effects of the constituents; it is—the outcome, so to speak, of struggle and survival. For instance, hydrogen is very conspicuous, yet only three other elements—oxygen, carbon, and silicon—have been detected among the Fraunhofer lines, and their contributions are feeble and ineffective. Thus the others, such as sulphur, nitrogen, and the like, may be there, yet not perceptible. Much, in fact, still remains to be discovered, great as the advances have been; for each of the successive strata of the luminary which we find described one after the other in this book offers its own problems, even the nature of sun-spots can hardly be regarded as determined, and some adventurous speculators have declared the photosphere to be an optical illusion.

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LATE TELEGRAMS.

A Millionaire's Library.

New York, May 25. J. Pierpont Morgan, the great banker and financier, has made a will bequeathing his art gallery, the value of which is over five million dollars, to the United States government. This gallery contains many priceless paintings and is being Mr. Morgan's hobby for many years. It is said to be the finest private collection of ancient and modern masters in the United States.

The Hayti Rebellion.

The revolution which has been for some time in progress in the island of Hayti, broke out with renewed vigor in Santo Domingo yesterday, when the rebel forces broke the present at the city. Twenty people were killed in the explosion, and many injured. Several buildings in the neighborhood of the arsenal were wrecked and a universal panic spread throughout the city, augmented by the rumor that mines had been laid under all the public buildings and the residences of many who were known to be in sympathy with the government. The wildest disorder reigned for hours, but was finally quieted toward midnight. The city is under martial law.

Another Massacre of Albanians.

Another terrible massacre of Albanians has taken place near Ipek. A body of Turkish soldiers, who were on their way to a city, fell upon the inhabitants of some small town and put men, women and children to the sword. Hundreds are said to have been killed and the entire population is in a state of terror.

Paderewsky Ill.

New York, May 24.—Count Ignace Jan Paderewsky, the world famous musician, who has been in London for some time, is now critically ill, and is not expected to live.

Revolt in Croatia.

New York, May 23.—Practically the entire population of Croatia is in revolt against the Austrian government. The peasant class has of late suffered from extreme poverty, and this combined with class and race hatred has brought about a general revolt. The government is using every means to suppress the uprising. In the rioting which has occurred a number of citizens have been killed.

Cyclone in Kansas.

A cyclone is sweeping over the State of Kansas carrying death and destruction in its path. Hundreds of lives have been lost and thousands of dollars worth of property destroyed. Traffic throughout the state has been interrupted, as has telegraphic communication.

Delhi Durbar Reproduced in London.

London, May 16.—The Military Tournament opened at Delhi on the 14th inst. and the feature being the Delhi Durbar, reproduced in a most admirable manner the ceremonies and fêtes at Delhi. The whole show is an immense success. The King and Queen visit the tournament to-morrow.

The Macedonian Trouble.

The Macedonian Government has sent a Note to the Powers, in which it demands that they call the attention of the Powers to the excesses committed by the Turks in Macedonia, thus rendering useless Bulgaria's efforts to restrain the Macedonians.

The Strike in Melbourne.

The strikers in Melbourne have ended. Intense relief is felt at the termination of the strike, which has been a most serious one. The strikers are now returning to work, and the city is again in a state of normalcy.

The London Education Bill.

A compromise has been effected with regard to the London Education Bill, the Government having agreed to an arrangement reducing the number of Borough Councils, and giving the County Council one absolute majority.

The Cotton Market.

The President of the American Cotton Spinners' Association, in his annual address at Charlotte, in Carolina, deplored the present manipulation of the market as being injurious alike to the producer and the manufacturer, and suggested that the manufacturers should combine to buy a year's supply between September and December, and thus restrict the opportunity for the manipulation of the remaining few hundred thousand bales on the market.

Mr. Balfour and the Tea Duty.

Mr. Balfour received a deputation of 200 persons to-day and declined to modify the Tea Duty. He represented the best with which Mr. Chaplin had introduced the subject. He concluded at considerable length the arrangements set forth by the Deputation, and concluded without making any concession to their wishes.

The Bye-Election for Preston.

Mr. Kerr, the Unionist Candidate, has been elected Member for Preston, in place of Mr. Kerr, the Liberal, who had polled 8,639 votes against 6,490 for Mr. Kerr, the Labour Candidate.

The Trouble in Algiers.

Another military convoy has been attacked near the Duvry River, on the southern Franco-Moorish border. Forty-seven convicts were captured.

Anti-Semitic Crusade in Russia.

There is a marked recrudescence of Anti-Semitism in Russia. Old expulsion ordinances are being enforced. At Kiev thirty-seven thousand Jews have been forced to quit and seek refuge within the Southern pale. A reign of terror exists in some cities, and the Provincial Governors do little to protect the Jews from the violence of the mobs, who are incited by Anti-Semitic organs. Large numbers are emigrating to Great Britain and America.

State Versus Church in France.

London, May 10.—Anti-Clerical demonstrations took place today in Paris and the Provinces, and in around the churches, and free fights ensued. The injured were mostly Free-thinkers.

The London Press and the Corn Tax.

Referring to the Corn Tax, the *Morning Post* blames the Government for throwing over the loyal, wide-spread and desecrating by their ridges, as follows:—

The Standard says the Government has done little to satisfy its enemies, and has exchanged many of its friends. The *Times* says it is a certain refinement to turn from Mr. Balfour's speech at the deputation, to Mr. Chamberlain's speech at Birmingham.

Bulgarian Politics.

Prince Ferdinand has entrusted General Petroff with the formation of a Cabinet. The breaking of the drought. Calcutta, May 17.—The drought has broken in all districts. A reasonable rainfall is well distributed.

Struck by Lightning.

Calcutta, May 18.—There has been a severe thunderstorm in Darjeeling. Three gunners were struck by lightning. One is in the hospital and recovering; the other two had their trousers burnt.

Indian Tea Exports.

According to the Calcutta Customs figures, the export of tea to the United Kingdom for the first half of May was 554,494 lbs., against 520,807 lbs. last year. The total from 1st April is 807,759 lbs., against 1,162,103 lbs. The new season's tea is now coming in in liberal quantities.

The Rebellion in Morocco.

London, May 16.—The Moroccan troops sent to Tetuan, on board a British steamer, entered the town and posed, to the great joy of the inhabitants. The rebels are now demoralised, and have suffered heavy losses. The garrison now assumes the offensive.

County Cricket.

Yorkshire has beaten Essex by 261 runs. The matches between Warwickshire and Lancashire, Worcestershire and Surrey, and Gloucestershire and Norths had to be abandoned owing to rain.

Service in Somaliland.

In reply to the offer from 203 Victorian Rifles to serve in Somaliland, Mr. Balfour said that General Mahomed had called that no reinforcements were present required, but the offer would not be forgotten in case of necessity.

Bulgarian Cabinet Resigns.

The Bulgarian Cabinet has resigned. The new cabinet will be formed.

BATTLE WITH SALT SMUGGLERS.

Two Hundred Captured at Shanghai. Twenty-three armed revenue boats in a compact fleet is not a sight that is witnessed often in any part of the world, but when such a fleet sailed up Soochow Creek at Shanghai last Saturday, all eyes were attracted. The boats were armed with machine-guns, and the crews were dressed in military uniforms. The boats were captured by the Chinese authorities.

It was barely three o'clock on Sunday morning when the twenty-three armed revenue cutters entered Soochow Creek. They glided along peacefully, and were, so far as an outsider could judge, merchant junkets proceeding from Shanghai to points up the creek. When they were within a mile and a half of the smugglers' rendezvous, the fleet divided. Ten of the boats proceeded to sail past the smugglers, and when they had got safely past the remainder sailed up. This placed the evil-doers between the revenue boats. In the meanwhile, men had been landed from the government boats to prevent escape on the part of the smugglers.

The movement on the part of the officials had barely been completed when the smugglers' fleet broke into two, and the boats proceeded to sail past the smugglers, and when they had got safely past the remainder sailed up. This placed the evil-doers between the revenue boats. In the meanwhile, men had been landed from the government boats to prevent escape on the part of the smugglers.

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To-day's Advertisements.

NIPPON YUSEN KAISHA.

NOTICE. DURING my Temporary Absence from the Colony, Mr. T. S. TAKAYANAGI will assume charge of the Company's business at this port.

FIRE INSURANCE.

ATLAS ASSURANCE CO., LD., OF LONDON. ESTABLISHED 1808. THE SECRETARY OF THE CHINA TRADERS' INSURANCE CO., LD., having from this date been appointed AGENTS for the FIRE DEPARTMENT of the ATLAS ASSURANCE CO., LD., with power to issue Policies, settle losses, and generally to act as the Company's Representative in connection with the Atlas Company's Fire business should hereafter be made to the Said Agent at the Office of the China Traders' Insurance Co., LD., in Queen's Buildings.

BATTLE WITH SALT SMUGGLERS.

Two Hundred Captured at Shanghai. Twenty-three armed revenue boats in a compact fleet is not a sight that is witnessed often in any part of the world, but when such a fleet sailed up Soochow Creek at Shanghai last Saturday, all eyes were attracted. The boats were armed with machine-guns, and the crews were dressed in military uniforms. The boats were captured by the Chinese authorities.

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Shipping.

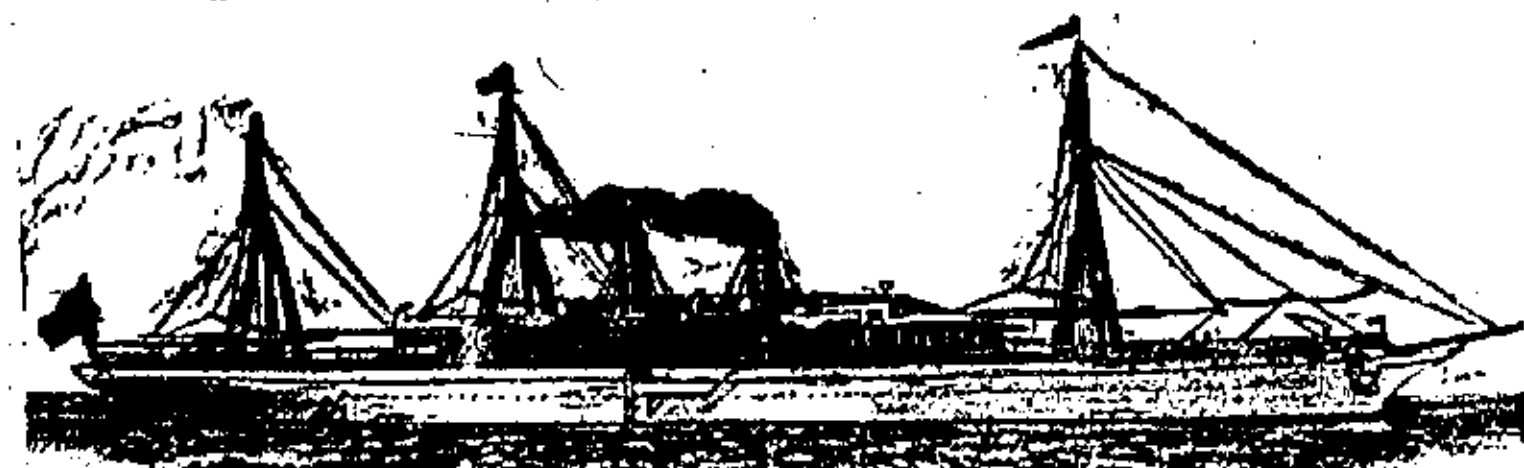
HAMBURG-AMERIKA LINIE.
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OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, THAMES, Genoa, Ports in the Levant; Black Sea and Baltic Ports; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.S.S. *Sequoia*, Capt. Forck, 2nd June, 1903. Freight.FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.S.S. *Strasbourg*, Capt. Madsen, 10th June, 1903. Freight & Passengers.FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.S.S. *Sueria*, Capt. Dorck, 30th June, 1903. Freight.FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.S.S. *Nürnberg*, Capt. Jansen, 14th July, 1903. Freight.For further particulars, apply to
HAMBURG-AMERIKA LINIE.HONGKONG OFFICE,
Queen's Buildings, No. 1.

1669

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration.)

R.M.S. *EMPEROR OF CHINA*..... 6000 Tons..... WEDNESDAY, June 3.
R.M.S. *EMPEROR OF INDIA*..... 6000 Tons..... WEDNESDAY, June 24.
R.M.S. *EMPEROR OF JAPAN*..... 6000 Tons..... WEDNESDAY, July 22.
R.M.S. *EMPEROR OF CHINA*..... 6000 Tons..... WEDNESDAY, Aug. 5.
R.M.S. *EMPEROR OF INDIA*..... 6000 Tons..... WEDNESDAY, Aug. 26.
R.M.S. *EMPEROR OF JAPAN*..... 6000 Tons..... WEDNESDAY, Sept. 12.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUS OF ITS PLANS, CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled. For further information Maps, Guides, Rates of Freight and Passage, apply to

D. F. BROWN, General Agent,

Hongkong, April 22, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.

INDRASAMBA..... 5197 R. P. Craven..... June 14, 1903

INDRAVELLI..... 4890 W. E. Craven..... July 14, 1903

INDRAPURA..... 4890 A. E. Hollingsworth..... August 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, May 26, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers.	Destinations.	Sailing Dates.
KAGOSHIMA MARU, K. Kono.	BOMBAY, VIA SINGAPORE and COLOMBO.	TUESDAY, 2nd June, at Noon.
AKI MARU, J. W. Eckstrand.	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 2nd June, at 4 p.m.
TAMBA MARU, J. W. Wall.	KOBE and YOKOHAMA.	FRIDAY, 5th June, Daylight.
HIROSHIMA MARU, J. Nagao.	MOJI, KOBE and YOKOHAMA.	FRIDAY, 12th June, at Noon.
SADO MARU, S. J. G. Parsons.	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and SUEZ.	SAURDAY, 13th June, Daylight.
BOMBAY MARU, T. Mura.	BOMBAY, VIA SINGAPORE and COLOMBO.	TUESDAY, 16th June, at Noon.
SHINANO MARU, W. Thompson.	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 16th June, at 4 p.m.
YAWATA MARU, A. E. Moser.	NAGASAKI, KOBE and YOKOHAMA.	WEDNESDAY, 17th June, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, May 30, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	OCEANIC	4th June.
GLASGOW AND LIVERPOOL	YANKEE	14th June.
GLASGOW AND LIVERPOOL	TELEGRAPH	15th June.
GLASGOW AND LIVERPOOL	PROMETHEUS	20th June.
GLASGOW AND LIVERPOOL	STENTOR	27th June.
GLASGOW AND LIVERPOOL	TYDEUS	3rd July.

The S.S. OCEANIC and YANGTSE left Singapore on the 29th inst., and is due here on 4th June.

HOMEWARDS

LONDON BERTH.

FOR	STEAMERS	TO SAIL
LONDON	CALCUTTA	6th June.
LONDON	YANKEE	20th June.
MARSEILLES, LONDON & ANTWERP	TELEGRAPH	23rd June.
MARSEILLES, LONDON & ANTWERP	ALCIBIOUS	7th July.
LIVERPOOL	OCEANIC	14th July.
MARSEILLES, LONDON & ANTWERP	PELUSUS	12th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via N'KI, KOBE & YOKOHAMA.	TELEGRAPH	17th June.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, May 30, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	TAMCHI	2nd June.
SWATOW, CHEFOO & TIENTSIN	NASCHONG	2nd June.
YOKOHAMA	KWANGSI	2nd June.
MANILA	CHANGSHA	3rd June, at 5 p.m.
PT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	3rd June, at noon.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES. Single and Return, To Manila and Australia Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, May 30, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK-SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
STUTTGART	THURSDAY, 11th June.
ROON	THURSDAY, 26th June.
PREUSSEN	THURSDAY, 9th July.
HAMBURG	THURSDAY, 23rd July.
PRINZ HEINRICH	THURSDAY, 6th Aug.
SACHSEN	THURSDAY, 20th Aug.
KIAUTSCHOU	THURSDAY, 3rd Sept.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 11th day of June, 1903, at Noon, the Steamship

STUTTGART, of the Norddeutscher Lloyd, Captain P. Glosch, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Tuesday, the 9th June, Cargo

and Specie will be received on Board until 5 p.m. on Wednesday, the 10th June, and

Parcels will be received at the Agency's Office until Noon on Wednesday, the 10th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

1947

NORTHERN PACIFIC S.S. CO.

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	To Sail.
OLYMPIA	2327	J. Tuohetridge	June 24.
TREBONT	2606	T. W. Gattick	June 30.
TACOMA	2312	A. Dixon	July 6.
SHAWMUT	2606	W. M. Smith	July 13.

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this Line

to the PACIFIC COAST and to the INTERIOR, and EASTERN CITIES of the

UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal

Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to

Dodwell & Co. Limited, General Agents.

Hongkong, May 26, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP

NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

named—	STEAMERS	TO SAIL ON	REMARKS
SINGAPORE, COLOMBO, AND BOMBAY	YANKEE	About 2nd June.	Freight only.
LONDON, &c.	W. B. PALMER, R.N.R.	Noon, 6th June.	See Special Advertisement.
SHANGHAI	MASSILLA	About 6th June.	Freight or Passage.
MARSEILLES, LONDON & ANTWERP, via S'PORE, PANAMA, Colon, Port Said	Bombay	Noon, 12th June.	Freight or Passage.
YAMA, via SHAI, MOJI & KOBE (passing through the INLAND SEA)	Ceylon	About 13th June.	Freight or Passage.

For further Particulars, apply to

* Calling at Penang if sufficient inducement offers.

P. & O. S. N. Co.'s Office, Hongkong, May 30, 1903.

E. A. HEWETT, Superintendent.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and ships. Electric Light. Perfect Cuisine—Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	Manila Direct	June 6, at 10 a.m.
ZAFIRO	2540	R. Rodger	"	June 13, at 10 a.m.
PERLA	1980	J. McGinty	"	9th June.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, May 30, 1903.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, via SWATOW AND AMOY.	ANPING MARU	WEDNESDAY, 3rd June.
TAMSAI, via SWATOW AND AMOY.	DAIJI MARU	SUNDAY 7th June.
ANPING, via SWATOW AND AMOY.	MAIZURU MARU	TUESDAY, 9th June.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamai to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, MANAGER.

Hongkong, May 27, 1903.

TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROHILLA MARU, 3869 Tons,

Captain E. P. Bishop, will be despatched for MANILA on TUESDAY, the 2nd June, at 11 a.m. To be followed by Rosetta Maru on the 6th June.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardesses carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, 1st House Street.

K. NAKASHIMA, Manager.

Hongkong, May 27, 1903.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE,

Captain HEYMS, will be despatched as above on SATURDAY, the 6th June, at daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 23, 1903.

STEAMSHIP SERVICE TO NEW YORK, via SUEZ CANAL.

(With liberty to call at PHILIPPINE Ports.)

THE 'Shire' Line Steamship PEMBROKESHIRE

Shortly expected, will have quick despatch.

The American Asiatic Steamship Co.'s NORMAN ISLES

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, May 16, 1903.

NOTICE.

MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 2nd June, 1903, at 11 a.m. the Company's Steamship SALAZAR, Captain AUGUST, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon on MONDAY, the 1st June. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 21, 1903.

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Shipping.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW.

THE Company's Steamship HAILONG,

Captain GILSON, will be despatched for the above Port on TUESDAY, 2nd June, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, May 29, 1903.

FOR NEW YORK VIA PORTS.

THE H. A. L. Steamship NUBIA,

Captain von Hoff, will be despatched for the above Ports on TUESDAY, the 2nd June.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, May 23, 1903.

FOR SINGAPORE, PENANG AND CALOUTTA.

THE Steamship CATHERINE APCAR,

Captain A. STEWART, will be despatched for the above Ports on THURSDAY, the 4th June, at noon.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, May 26, 1903.

AMERICAN AND ORIENTAL TRANSPORT LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship HEATHFORD

will be despatched on or about 5th June.

For Freight, apply to ARNHOLD KARBURG & Co., General Eastern Agents for China.

Hongkong, May 19, 1903.

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STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Merchant Vessels in Hongkong Harbour.

Vessels Advertised as Loading.

[illegible]

Vancouver (B.C.), & Co. Express of Canada	Canadian P&O R. Co.	June 24
Vancouver (B.C.), & Co. Express of India (s)	Canadian P&O R. Co.	June 24
Vancouver (B.C.), & Co. Express of India (s)	Canadian P&O R. Co.	June 24
Victoria, B.C., Tacoma (Olympia) (s)	Dodwell & Co. Limited	June 24
Victoria, B.C., Tacoma (Trenton) (s)	Dodwell & Co. Limited	June 24
Victoria, B.C., Seattle, Aki Maru (s)	Nippon Yusen Kaisha, June 2, at 4 p.m.	
Victoria, B.C., Seattle, Shimada Maru (s)	Nippon Yusen Kaisha, June 4, p.m.	
Yokohama (s)	Butterfield & Swire	June 2
Y.M.S. Shai, Moji, Kobe	P. & O. S. N. Co.	About June 13

SHARE LIST.—QUOTATIONS.

May 30, 1903.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations.
BANK.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	\$865, buyers
National Bank of China, Limited	19,970	£ 10	£ 8	\$28, buyers
	29,955	£ 10	£ 8	\$26, buyers
	770	£ 1	£ 1	\$10, sellers
Do. Founders shares				
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50	\$175, buyers
China Traders' Insurance Co., Ltd.	24,000	£ 83.33	£ 25	\$61, buyers
North-China Insurance Co., Ltd.	5,000	£ 100	£ 25	\$75, 200
Strait Insurance Co., Ltd.	30,000	£ 100	£ 20	\$1, nominal
Union Insurance Society, Ltd.	10,000	£ 30	£ 20	\$24, buyers
		£ 100	£ 30	\$130, buyers

Bay.	Yatkeong Insurance Co., Ltd., MARINE INSURANCE.	20,000	\$	100	20	\$84
	China Fire Insurance Co., Ltd.	20,000	\$	100	20	\$84
	Hongkong Fire Insurance Co., Ltd.	8,000	\$	250	50	\$320, sales
	DOCKS, ETC.					
	H. Keng & Whampoa Dock Co., Ltd.	50,000	\$	50	all	\$214
	W. Fowitt & Co., Limited.	6,000	\$	25	5	\$40, sellers
	New Amoy Dock Co., Ltd.	4,000	\$	67	25	\$40
	S. C. Farman, Boyd & Co., Ltd.	55,700	Tls.	100	Tls.100	Tls. 1824
	AMBROSE, TUGS, ETC.					
	Ch'ns and Manila S. S. Co., Ltd.	10,000	\$	50	50	\$26
	Douglas Steamship Co., Limited.	20,000	\$	60	all	\$42, buyers
	H. K. C. and M. Steamboat Co., Ltd.	80,000	\$	15	15	\$35, buyers
	Udo-Chin S. N. Company, Limited.	20,000	Tls.	10	all	\$107, sellers
	Star Ferry Company, Ltd.	10,000	\$	10	5	\$114, buyers
	Shell Transport & Trading Co., Ltd.	10,000	\$	10	5	\$114, buyers
	Shanghai Tug Boat Co., Ltd.	2,800	Tls.	100	Tls.100	\$7.9
	Toku Toei and Light Co., Ltd.	8,400	Tls.	50	50	\$74, sellers
	Shanghai Cargo Co., Ltd.	6,000	Tls.	100	Tls.100	\$165, sales
	Co-operative Cargo Boat Co., Ltd.	3,000	Tls.	100	Tls.100	\$165, sales
	REFINERIES.					
	China Sugar Company, Limited.	20,000	\$	100	a	\$105, buyers
	Luzon Sugar Company, Limited.	7,000	\$	100	a	\$12, sellers
	Perak Sugar Cultivation Co., Ltd.	2,000	\$	50	T	50 Tls. 74, sellers
	WHAVER.					
	H. K. & Kw. Whart & Godown Co.	30,000	\$	50	all	\$88, sales
	Shanghai and Hongkong Whart Co.	20,100	Tls.	100	Tls.100	Tls. 2924, sales
	LAND AND INVESTMENT.					
	Hongkong Land Investment and Agency Company, Limited.	50,000	\$	100	100	\$170, mcs
	Shanghai Land Investment Co., Ltd.	39,000	Tls.	50	Tls.50	Tls. 169, sales

		Kowloon Land and Building Com- pany	6,000	£	50	30	\$40, sellers.
4	e	New World Land and Building Co., Ltd.	3,764	Tls.	25	Tls. 25	\$18, lrs. sellers
4	f	Humphreys Estate & Finance Co.	100,000	£	10	all	\$121, buyers
4	f	West Point Building Co., Limited	12,900	£	50	50	\$61, buyers
4	f	TRAMWAYS.					
4	f	H.K. High-Level Tramways Co., Ltd.	1,250	£	100	all	\$820
4	f	MINE.					
4	f	J Iahn Mining & Trading Co., Ltd.	60,000	£	5	5	\$14
4	f	New Panjin Mining Co., Ltd.	68,000	£	11	10	\$3 cents, sellers
4	f	" " Preference shares.	30,000	£	1	all	\$400, sellers
4	f	Société Française des Charbon-	16,000	Fcs.	250	all	\$400, sellers
4	f	nages de Tonkin.					
4	f	Raub Aust Gold Mining Co., Ltd.	200,000	£	1	18/10	\$4, sellers
4	f	ROZELA, ETC.					
4	f	Hongkong Hotel Company, Ltd.	12,000	£	50	all	\$149, buyers
4	f	Oriental Hotel, Manila	7,000	£	50	50	\$30, buyers
4	f	Astor House Hotel, Ltd. (Tientsin)	2,000	T.Lia.	50	Tls. 50	Tia. 15¢, sales
4	f	Astor House Hotel Co., Ltd. (S'hai)	30,000	£	25	25	\$31, sales
4	f	DISPENSARIES.					
4	f	A. S. Watson & Co., Limited.	60,000	£	10	all	\$41, ar dirv., buyer
4	f	Watkins Limited	10,000	£	10	10	\$72, sellers
4	f	WIND.					
4	f	H.K. and China Gas Co., Limited.	7,000	£	10	all	\$40, buyers
4	f	Shanghai Gas Company, Ltd.	8,000	Tls.	50	Tls. 50	Tia. 1¢, buyers
4	f	Hongkong Electric Co., Limited	20,000	£	10	10	\$124, buyers
4	f	New Electricity (Electric Co.)	30,000	£	10	5	\$37, buyers
4	f	BRICK AND CEMENT.					
4	f	Green Island Cement Co., Ltd.	50,000	£	10	10	\$24
4	f	MISCELLANEOUS.					
4	f	Manila Investment Co., Ltd.	20,000	£	50	50	\$15, buyers
4	f	Bell's Asbestos Eastern Agency,	8,600	£	12/6	£12/6	\$4, buyers
4	f	THE EASTERN ASSURANCE CO., LIMITED.					

[illegible]

VERNON and SMYTH, *Share-Brokers.*

Printed and published by J. H. KIM, No. 5 Wyndham Street, HONGKONG.